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SAFETY RECORD of corporate/executive operators in 1988 was better than the scheduled airlines, according to preliminary statistics reported by the National Transportation Safety Board. NTSB said corporate operators had only six accidents in 3.42 million flight hours last year for an accident rate of 0.175 per 100,000 flight hours. The accident rate for Part 121 scheduled air carriers was 0.275 per 100,000 flight hours (see related article on Page 21).

JAMES BURNLEY'S last day as Transportation Secretary will be this Thursday (Jan. 19) and Deputy Secretary Mimi Dawson will assume responsibility for DOT until Samuel Skinner is sworn in as Burnley's successor. Dawson's tenure at the top is expected to last only a matter of days as Skinner's confirmation hearing before the Senate Commerce Committee is set for Jan. 25 and rapid approval of his nomination is anticipated.

WILLIAM BOETTGER, executive vice president of Learjet Corp., has assumed direct responsibility for the company's marketing activities. The marketing department had already been reporting to Boettger and he assumed complete control following the recent departure of Frank de Monchaux, who joined the company a year ago (BA, Jan. 18/22).

TOTAL COST ESTIMATE of FAA's airspace modernization program "will equal about $25 billion" during the 18-year period from 1982 to the year 2000, the Reagan Administration said last week.

REAGAN'S FINAL BUDGET CALLS FOR BOOST IN FAA SPENDING LEVELS

The Reagan Administration's budget proposal for fiscal 1990, which begins Oct. 1, 1990, calls for a 10.2 percent increase in budget authority over the $6.72 billion FAA is expected to actually obligate in fiscal 1989. The new budget proposal, which is subject to modification by the incoming Bush Administration in addition to changes Congress will order, calls for hiring additional controllers, safety inspectors and continuing procurement of new equipment as part of the National Airspace System (NAS) modernization program.

Transportation Secretary James Burnley said "it is absolutely critical that Congress fully fund this request," adding that "the country cannot afford the shortchanging of modernization of our air traffic control system." Total budget authority requested for FY 1990 is $7.39 billion. Included in that total is: $3.92 billion for FAA Operations; $1.95 billion for Facilities and Equipment; $165 million for Research, Engineering and Development; and $1.7 billion for Airport Improvement Program grants.

The AIP figure is misleading, however, because DOT proposes to obligate only $1.35 billion for airports. In addition, DOT wants authority to earmark $250 million of the $1.35 billion as "discretionary funds" for projects designed to enhance national capacity and safety needs at airports. Under the existing grant formula, about half of total AIP funds each year are distributed to airports based on their enplanements. DOT has indicated that most of the $250 million would come from proportional reductions of entitlement grants and the current estimate is DOT's plan would reduce the average entitlement grant by about 21 percent.

Revenues in the Airport and Airway Trust Fund would provide all the funds for F&E, AIP and

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GA ACCIDENTS DOWN IN 1988, BUT FATAL MISHAPS INCREASED SLIGHTLY -- Corporate/executive flight operations posted a remarkably safe year in 1988 and total general aviation accidents also declined, but the number of fatal GA accidents rose slightly, according to preliminary figures released last week by the National Transportation Safety Board.

NTSB said there were only six accidents involving corporate/executive aircraft last year and no fatal accidents, a dramatic improvement from 1987 when there were 19 total accidents and five fatal accidents that resulted in the death of 18 persons. Corporate/executive accident rate fell from 0.558 per 100,000 flight hours in 1987 to 0.175 accidents per 100,000 flight hours last year. Total flight hours logged in corporate/executive service rose less than one percent to 3.42 million.

In the business flying category, the total accident rate declined from 3.07 accidents per 100,000 flight hours in 1987 to 2.75 accidents per 100,000 flight hours in 1988, but the number of fatal accidents increased from 45 in 1987 to 53 in 1988. Number of fatalities also rose, from 93 to 95, and NTSB officials indicated the 1988 figures could increase as it completes its analysis of 1988 accident reports.

Total GA accidents fell 5.6 percent, from 2,471 in 1987 to 2,332 (see charts on the back of Pages 21-23). Fatal accidents increased, however, from 435 in 1987 to 438, but number of fatalities declined from 830 in 1987 to 782 last year. Overall GA accident rate fell below eight per 100,000 flight hours for the first time, from 8.46 in 1987 to 7.95 last year, but the fatal accident rate held steady at 1.49 per 100,000 flight hours.

Nonscheduled air taxis operating under Part 135 recorded modest improvement last year. Total accidents fell from 99 to 97, number of fatal accidents was down one to 28 and number of fatalities declined from 64 in 1987 to 57 in 1988. Total accident rate for air taxi operators was 3.36 per 100,000 flight hours, the lowest rate in the last 11 years and the third consecutive year it declined. Fatal accident rate was 0.97 per 100,000 flight hours, the fourth consecutive year of decline and the lowest rate since the 0.75 posted in 1984.

Commuter/regional carriers providing scheduled service under Part 135 had a much improved record in 1988 compared to 1987. Total accidents fell from 34 to 20 and number of fatal accidents dropped from 12 to only two last year. Number of fatalities dropped from 61 to 21. Total accident rate fell from 1.74 to 0.991 per 100,000 flight hours and fatal accident rate was 0.099, compared to 0.614 in 1987.

Major U.S. airlines providing scheduled service under Part 121 had 29 accidents last year, including three fatal accidents that resulted in 285 fatalities, compared to 33 accidents, four fatal accidents and 231 fatalities in 1987. The 1988 fatal accidents included the Aloha Airlines 737 that lost a top portion of its fuselage in April, causing the death of a flight attendant; a Delta Airlines 727 that crashed on takeoff Aug. 31 near Dallas, killing 14; and, the Pan Am 747 that crashed Dec. 21 at Lockerbie, Scotland, resulting in the death of 270 persons on board and 15 on the ground. Overall accident rate was 0.275 compared to 0.320 per 100,000 flight hours in 1987 and fatal accident rate was 0.020, compared to 0.030 in 1987. The rate information does not include the Pan Am crash because of the presumption it was caused by sabotage.

HOUSE BILL INTRODUCED TO NULLIFY FOREIGN REPAIR STATION RULE CHANGE -- House aviation subcommittee Chairman Norman Mineta (D-Calif.) has introduced legislation (H.R. 145) to repeal the effectiveness of FAA's final rule allowing foreign repair stations to perform aircraft maintenance work on U.S.-registry aircraft (BA, Nov. 21/163). Members of the House Public Works Committee and other House legislators, in a letter to FAA Administrator Allan McArtor, said the repeal or modification of the rule, which became effective Dec. 22, is a high priority.

The legislators, citing possible safety problems resulting from a continuing lack of FAA inspectors and from lack of airline control over maintenance, requested that FAA collect detailed data on foreign repair station maintenance, including which airlines are obtaining maintenance beyond that permitted under the old rule, the type of maintenance involved and where maintenance is being conducted. FAA is requested to report to Congress quarterly.

Legislators told McArtor that they recognized that some changes to the current rules are needed. Foreign manufacturers should be able to repair and maintain their own manufactured equipment, regardless of where it is operated, they said. Foreign-based subsidiaries of U.S. aeronautical firms also should be allowed to conduct maintenance on U.S. aircraft without individual regulatory exemptions, the legislators told McArtor.

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ACCIDENTS, FATALITIES, AND RATES
U.S. GENERAL AVIATION *
1978 - 1988

Year	Accidents		Fatalities		Aircraft Hours Flown#	Accident Rates@ Per 100,000 Aircraft Hours	
	Total	Fatal	Total	Aboard		Total	Fatal
1978	4216	719	1556	1398	34,887,000	12.08	2.06
1979	3818	631	1221	1203	38,641,000	9.88	1.63
1980	3590	618	1239	1230	36,402,000	9.86	1.69
1981	3500	654	1282	1261	36,803,000	9.51	1.78
1982	3233	591	1187	1171	32,095,000	10.06	1.84
1983	3075	555	1064	1057	31,048,000	9.90	1.79
1984	3010	543	1039	1018	31,510,000	9.54	1.72
1985	2741	498	950	941	30,590,000	8.95	1.62
1986	2581	471	961	874	29,317,000	8.80	1.61
1987P	2471	435	830		29,208,000	8.46	1.49
1988P	2332	438	782		29,350,000	7.95	1.49

P Preliminary data.

Source of estimate: FAA.

* All operations other than those conducted under 14 CFR 121 or 14 CFR 135.

@ Suicide and sabotage accidents excluded from rates as follows:
Total - 1978 (2), 1980 (1), 1982 (3), 1983 (1), 1984 (3), 1985 (3), 1987 (1)
Fatal - 1978 (2), 1980 (1), 1984 (2), 1985 (2), 1987 (1)

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ACCIDENTS, FATALITIES, AND RATES
U.S. AIR CARRIERS OPERATING UNDER 14 CFR 135
NONSCHEDULED OPERATIONS
(ON-DEMAND AIR TAXIS)
1978 - 1988

Year	Accidents		Fatalities		Aircraft Hours Flown#	Accident Rates Per 100,000 Aircraft Hours	
	Total	Fatal	Total	Aboard		Total	Fatal
1978	198	54	155	152	3,545,753	5.58	1.52
1979	160	30	77	73	3,684,321	4.34	0.81
1980	171	46	105	101	3,617,724	4.73	1.27
1981	157	40	94	92	2,895,827	5.42	1.38
1982	132	31	72	72	3,256,763	4.05	0.95
1983	141	27	62	57	2,574,883	5.48	1.05
1984	146	23	52	52	3,079,007	4.74	0.75
1985	152	35	76	75	2,782,696	5.46	1.26
1986	116	31	65	61	2,913,358	3.98	1.06
1987P	99	29	64		2,877,002	3.44	1.01
1988P	97	28	57		2,890,000	3.36	0.97

P Preliminary data.

Source of estimate: FAA.

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ACCIDENTS, FATALITIES, AND RATES
U.S. AIR CARRIERS OPERATING UNDER 14 CFR 135
ALL SCHEDULED SERVICE
(COMMUTER AIR CARRIERS *)
1978 - 1988

	Accidents		Fatalities					Accident Rates +					
								Per Million Aircraft Miles		Per 100,000 Aircraft Hours		Per 100,000 Departures	
Year	Total	Fatal	Total	Aboard	Aircraft Miles Flown#	Aircraft Hours Flown#	Departures#	Total	Fatal	Total	Fatal	Total	Fatal
1978	61	14	48	48	226,187,000	1,302,136	1,995,728	0.270	0.062	4.685	1.075	3.057	0.701
1979	52	15	66	66	192,493,000	1,169,921	1,883,705	0.270	0.078	4.445	1.282	2.761	0.796
1980	38	8	37	37	192,200,000	1,175,588	1,776,999	0.198	0.042	3.232	0.681	2.138	0.450
1981	31	9	34	32	193,001,000	1,240,764	1,835,144	0.161	0.047	2.498	0.725	1.689	0.490
1982	26	5	14	14	222,355,000	1,299,748	2,026,691	0.117	0.022	2.000	0.385	1.283	0.247
1983	17	2	11	10	253,572,000	1,510,908	2,328,430	0.067	0.008	1.125	0.132	0.730	0.086
1984	22	7	48	46	291,460,000	1,745,762	2,676,590	0.075	0.024	1.260	0.401	0.822	0.262
1985	21	7	37	36	300,817,000	1,737,106	2,561,463	0.070	0.023	1.209	0.403	0.820	0.273
1986	15	2	4	4	321,629,000	1,738,239	2,663,327	0.047	0.006	0.863	0.115	0.563	0.075
1987	34	12	61	58	350,649,000	1,953,746	2,719,476	0.097	0.034	1.740	0.614	1.250	0.441
1988P	20	2	21	21	363,335,000	2,018,000	2,800,000	0.055	0.006	0.991	0.099	0.714	0.071

P Preliminary data.

Source of estimate: FAA.

+ Rates are based on all accidents including some involving operators not reporting traffic data to RSPA.

* Includes accidents involving all-cargo air carriers when those accidents occurred during scheduled 14 CFR 135 operations. All-cargo air carriers no longer meet the RSPA definition for "Commuters". May also include accidents involving carriers whose FAA operating specifications permit scheduled revenue operations under 14 CFR 135, but who have not received a RSPA fitness determination.